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Always asking Unable to Save.

dimes. Having his own saving sac-count.

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North Memphis Savings Bank

Main at Adams

PASTOR REPEATS LAST WORDS OF EDITH CAVELL

but I am glad to die for my country. In the sight of eternity, I know now it is not enough to love only your own country. You must love all and not hate any.

tion of the tambourine by the Salva-tion Army is a real thriller, which requires a journey into many lands, lasting over many centuries to review

quires a journey into many lands, lasting over many centuries to review properly.

In the olden days, the tambourine was a goodly instrument, but it fell into the hands of the unrighteous and for centuries was used chiefly as a target for dancers who aimed high.

Romance, sparkling and mysterious, hovers about the tambourine. Its tingling, facinating sounds speak of the dance hall, of frivolity, of mystery, allore and destruction, The Salvation Army remembered its Bibical existence and brought it back to the companionship of the redeemed.

Most persons think of the tambourine as something to be held far above the heads of slippered ladies, to be lift ever and anon by an upcoming foot, but the Salvation Army remembered that way back in the days of Moses, Miriam, the sister of Moses, played the tambourine on the shore of the Red sea, while Moses was leading his people safely over, and accordingly restored it to respectability.

Forty years ago when the Salvation Army was being revited and persecuted for going into highways sind byways to preach Christianity, it decided that an audience collector was essential. Harking back to Moses and Miriam, the Salvationists drafted the tambourine for service.

S. W. Fry, of the famous Fry family of Salvationists, a writer of hymns which are now printed in most of the Pretestiant hymnals of this country, organized cmybal bands, when Salvation inssies went through artistic motions to accompany the music.

About 29 years ago the tambourine was converted into a collection box. It came about this way: One night when the tambourine was converted into a collection box has converted into a collection box had come to stay.

The result was astonishing. The tambourines were filled to overflowing. The new fashion in collection boxes had come to stay.

In many lands small drums are designated as tambourines, but the tambourine which the Salvation Army made famous, consists of a wooden hoop, on one side a vellum head, the other side

"CLEAN-UP WEEK" IN GERMANY



Squad of Americans cleaning up their "company street."

The American "Watch on the Rhine" has instituted an era of genuine clean-liness in the towns they are occupying that is causing even methodical Germans to take notice. Their company streets and barrack grounds are a shiring ex-ample of spotlessness. "Polishing up" the streets is as much a part of the daily routine as guard duty, and is performed as carefully.

Charles H. Sabin Declares It

was executed by the Germans in Relgiam. The churchman to whom they
were spoken, has returned to England
many lands small drume are design
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were spoken, has returned to England
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Charles H. Sabin Declares It
Is Impossible for Europe to
Work on Short Credit.

NEW YORK, May 27.—Attention is called to the vital necessity for granting more liberal credits to foreign purchasters of American products, in a statement issued by Charles H. Sabin, president of the Guaranty Trust company of New York Mr. Sabin advocates the meeting of international competition by the extension of longer credits than we have given heretofore.

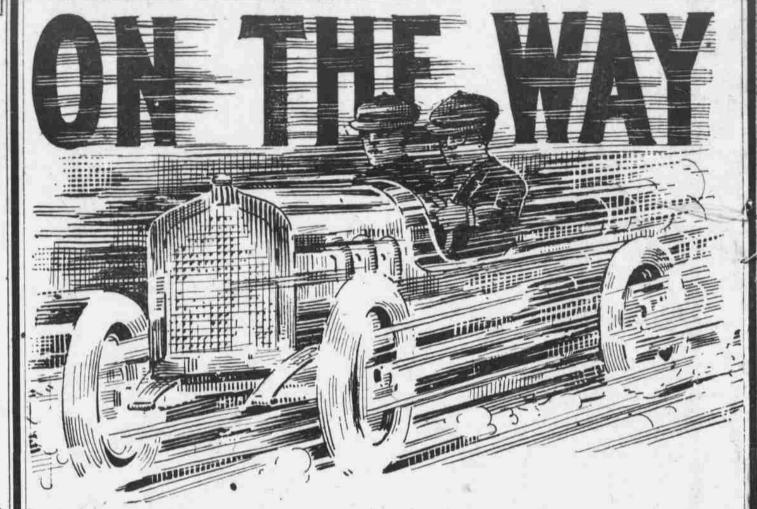
Mr. Sabin said:

The war literally forced us into world markets on a scale never before even dreamed possible. And we are beginning to realize that our national prosperity is very materially dependent upon the continuation of our vasty increased production, which excepts the requirements of our ewn markets and must continue to find an adequate outlet elsewhere.

"But owing to the war other peoples can net pay us on practically a cash basis for the goods which they want to purchase from us, and which they want to purchase from us, and which they want to purchase from us, and which they are about foreign credits. Our banks can no longer restrict such credits to 66, 90 or 120 days, and render to manufaction present readjustment period males imperative.

"England and Germany built up their imperative imp

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-Our Ninth Annual-

Buyers and Managers Sale

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Is On the Way. Watch the Papers!

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\$100,000 Increase! Watch Us!



Get Ready To Come and SAVE

of the Associated Press.)-Transportation of food to Germany is largely under the direction of the United States navy but this work will entail only an addition to the vast system of food distribution maintained by the navy since the armistice. The system utilized suc-cessfully in providing for hundred to thousands in the Near East, Balkans

- Ox Custining

applied to Germany.

The navy's job is to get the food to the place desired by Herbert C. Hoover and to protect it until it is taken over by responsible authorities. The navy will see that the supplies are transported to Hamburg and Bremen and guard it with warships and men until it is delivered to persons who assume responsibility for its distribution.

Thus for the NAVY has used \$7 ships

responsibility for its distribution.

Thus far the navy has used \$7 ships for food and supplies for people who could not live without outside assistance. Of these \$3 were manned entirely by navy men and their activities covered a wide territory.

Until the task of feeding Germany was taken over the most extensive work was centered in Constantinople whence, it was attempted to send food to the kumanians, Armenians and Serbians. Food ships also were sent from Constantinople to Beirut, Baku and Constantinople to Beirut, Baku and Constantia always with enough fighting chips to insure their protection.

From American headquarters at

"TIZ" FOR TIRED PUFFED-UP FEET

Instant Relief for Sore, Aching, Tender, Calloused Feet and Corns.



Flume thousands of Czechs and Jugo-Slavs have been fed. It has been suggested that the navy should attempt to deliver food and supplies to the logalities for which they were intended but conditions near Flume made that impracticable. Transportation inland is extremely difficult and fraught with danger of international complications. It was decided that the food should be delivered at port, placed in warehouses if necessary and protected by the United States until the hungry people could arrange to take it inland themselves. It has been shown that under the pressure of necessity the people have arranged for inland transportation quickly and were willing to assume the responsibility for proper delivery.

The staff at Rotterdam is charged with seeing that food for the Poles is safely delivered at Danzig. The inhabitants of Danzig were not aware that the United States would protect its food as long as it was in port and viewed with alarm the entrance of a gunboat into the harbor along with the Westward Ho, the first food ship to arrive. The alarm was so great that a rumor was spread over Europe on the basis of Danzig reports that the Americans had captured the town. The gunboat still is there and will remain as long as the shipments continue.

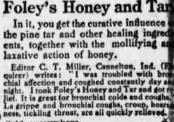
The Belgian relief ships go to Antwerp and what supplies it has been directed from the Copenhagen head-quarters of the navy. The direction of the entire system is centered in the London headquarters.

AIRSHIP, NOT PLANE, IS CARRIER FOR FUTURE

LONDON, May 27. (Correspondence of the Associated Press.)—British experts, seeking to forecast the future potentialities of aircraft, seem to agree that it is to the airship of rigid construction, not to the airship of rigid construction, not to the maximum of commust look for the maximum of commercial usefulness.

The limitations of airplanes designed on present principles are definitely known. Technically, it is an accepted fact that an airplane can not be produced which is capable of transporting a commercially adequate food for a longer nonstop flight than 1,000 miles. For practical purposes 500 to 800 miles are regarded as the workable limits.

But the prospects of airships are much less easy to diagnose. It is recognized that rigid airships can fly for distances of 2,500 miles carrying a commercial load of approximately 15 tons and that they are enabled to undertake long flights now pelleved to be impossible of attainment by airplanes. Every increase in the size of airships is accompanied by greater relative efficiency, but the medium-sized airships have greater advantages, it is said, than is generally supposed. For example, the "North Sea class" of 500-horse-power is capable of transporting a load of more than three tons, whereas the four-engined giant airplane of 1,100 horse-power is capable to lift less than four tons and burns twice as much gasoline.



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times a day.

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